

# AVIATION

*The Oldest American Aeronautical Magazine*

APRIL 13, 1925

Issued Weekly

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General Mitchell discussing the anti-aircraft results

VOLUME  
XVIII

## SPECIAL FEATURES

NUMBER  
15

THE ADVENT OF THE BIG AIRLINER  
NEW TRAVEL AIR COMMERCIAL PLANE  
STABILITY AND CONTROLLABILITY OF AIRPLANES

GARDNER PUBLISHING CO., INC.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK

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APRIL 13, 1925

# AVIATION

VOL. XVIII NO. 15

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# AVIATION

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## Races or Contests

In the early days of the airplane the public was hardly interested in watching any kind of flying. Race meets and great crowds and the enthusiasm was tempered and to the very present skepticism of accidents. Gradually the interest has waned, people no longer look up at aircraft as something unusual, they take aviation as a matter of course and the lack of attention is a very hopeful sign. It ceases to be a spectacle as a regular part of the day's routine. To any of the crowd now, there must be some truly exceptional flights. At St. Louis there was probably the greatest number of flights ever gathered together at an air meet. At Dayton, as a part of the great preparations and advertising the crowd will be disappointed. The reasons for these conditions are worth considering, for they have a very direct bearing on the Pulitzer Race this year.

The airplane has natural limitations as a racing machine. To those unfamiliar with aircraft, all types regardless of size appear very similar in the air. The distance from the spectators at which air races have their start and at which they are flown exhibits against that alone interest that is found in races where the public can get a close view of what is going on. Contests for efficiency usually require technical devices that have no interest for any one but the aeronautical enthusiast. This also applies to land contests. In fact, speed may be said to be the only feature of air contests that attracts the public, unless standing at the moment of accident is included.

Except where the very fastest airplanes are flown, there is not much perceptible difference between the speed of aircraft. The speeds of two competing planes are very seldom as widely apart that they really appear to race. Most airplanes have an appearance and the speed heard between the center of interest. When racing types are flown, the interest has seemed to center on the possible records. And this brings us to the present situation.

The Pulitzer Trophy is intended to be the speed chase of the aeronautical world. While the record for speed has gone almost unimpaired, it should not be overlooked that the speed record is still with us. In fact the low landing speed record in the Pulitzer Race seems to be no obstacle that foreign constructors cannot combine with the high speed. The year both the Army and the Navy have entered money prizes to enter the Pulitzer Race. The possibility of foreign offers coming to the race seems to be slight, not only because of the low landing speed requirements, but due to the conflict of the date of the Bennett Cup Race. This brings up the point of contests. Could there not be held in connection with the speed speed trials which would not be held by racing rules? These have been held in the past, but the crowd has left. These would probably attract far more than the race itself. It would be easily be a race for speed against the world.

## The British Navy Takes Second Place

THE British Air Force has taken the traditional place of the Navy as the first line of home defense, was emphasized the House of Commons during the debate on the naval estimates. The discussion revolved much of the testimony given before Congressional committees, recently. The British Government was asked to express to the British people that the defense of the British Isles rested with the air force.

"Today the navy could hold against command of the sea and yet could be destroyed without being able to fire a shot to prevent it." Parliament was told. "Within a few hours after a declaration of war, a fleet of airplanes could appear over London, drop high explosives and incendiary bombs and do ten times more damage than was done by the Germans in the war, and every one of our great cities would be liable to a similar visit. The time is inevitably coming when airplanes will be able to dominate operations by sea—not at any rate, narrow seas—and make it impossible for certain ships to exist within their radius of action." To make the "Glasgow" men debate it was accepted that the Air Force should be recognized as the first line of home defense and the navy described themselves as being useful, merely as a protection for the backs of the Empire.

Of course conditions differ in the plans for the protection of every country and the problems confronting Great Britain are different from those that would be met with in formulating defense plans for the United States and its dependencies. The significant fact for Americans is, that in any future Conference for the limitation of armaments the changed conditions of the naval prestige should be recognized. Priority is no longer a thing of pure combination. The essential thing to be taken into consideration are the necessities of the defense of every country and the character of the surrounding sea areas. Against countries without air forces, nations will continue to play the same role that they have in the past but against major air powers there stability and success are undergoing a great change.

We have heard for many years the opinions of so called "naval experts." There have usually been close students of naval progress who have undertaken the spreading of propaganda regarding naval matters. While advice on air policy and equipment will be more and more necessary in determining the defense policy of any country, it is to be hoped that this will come from those charged with the formulation of land policies and not specialists.

The most campaign of naval writers and speakers which seems to have as its objective a belittling of aircraft and a greater glorification of the battleship is not as pronounced in Great Britain as it is in this country. Here there are no champions of the air in official circles who can state their case with the same authority as the heads of Departments. It is one of the first needs of our writers—in comparison champion to the Executive.



# The Advent of the Big Air Liner

The Air Transport Situation in France Reviewed on the Spot

By LADISLAS DORCY

The one thing that immediately differentiates French aviation from American aviation in the eyes of the aeronautical engineer (freely disembarrassed from the United States) is the big multi-engined air liner. Both countries have their pursuit ships, and observation planes, and bombers and jet riding planes, and, superficially at least, there is not such a vast difference between a *Nieuport 29* "de chasse" and a *Curtis Parnet* or an *MRI*, or between a *Blériot 11* or 18 and a *DIHAI* or a *Dagblin* observation plane. Nevertheless we are led to make a mental comparison of the different "superior machines" and we quickly find at home, even though the *Leroux* takes the place of the *Liberty* and the *Hippocampus* that of the *Curtis* or *Wright* engine. And what with the *Roel* metal propeller being in place in France, manufactured by the *Leroux* propeller works, the picture is complete.

And when it comes to the big air liner, we have no appropriate number to fill back space. This type of ship stands out alone in France, and only with respect to the United States, but in England, Italy and Germany as well. Germany, of course, is hampered in this development by the clauses of the Treaty of Versailles; but England and Italy appear to have been caught sleeping.

## Begin New Policy

When, some four years ago, the Air Department urged French businessmen to develop large capacity multi-engined commercial planes, constructive plans took their heads over the threshold and new requirements construction were asked to fulfill. "They are going to build big liners, big flying machines," was the way one pilot put it. Some early attempts, such as the *Blériot Monomoteur*, seemed to justify this optimism. But later passed and none of the restrictions, steadily concerned by the Air Department, kept back with

Bugatti engine units mounted in a central engine room and driving a tractor propeller, the *Blériot* Type 116 with four seven-cylinder, the *Hippocampus* and the *Fortin* and *Jabiro*, were the outcome of this far-seeing government policy.

## Safety

Today, when night flying is generally recognized as absolutely indispensable for any long distance airmail service, possession of planes such as the ones above mentioned in France is an immense advantage over its rivals in commercial aviation. It is being generally realized that the passenger carrier, or air liner, needed for safe, reliable and profitable operation must be a multi-engined ship of considerable capacity. It must be multi-engined (which means more than two engines) to reduce the possible chance of a forced landing in the most dangerous situation. And it must be large not only to carry a previous existing cargo but also because considerations of safety require that a crew of not less than three (pilot, assistant pilot-engineer and mechanic) and a complete set of air navigation instruments, including radio-phones, be carried on board. All this means a lot of what some still persist in describing as "fancy dead weight." But safety will be served. And after all safety should be the primary consideration in commercial aviation, and particularly in passenger transport. For a single fatal accident occurring in twelve or twenty-four months' operation puts an air transport more than the latter can possibly benefit from the periodically published statistics of accidents and prevents safe flying. The newspaper reading public will glance at the statistics, if their usual type ever attracts its attention, and forget them in a day or so, but it will remember an aviation accident for weeks and months.

and in which there are combined for airmail operation the *Blériot*, *Blériot*, *Canard*, and *Morane-Saulnier* interests, will put in service a number of *Leroux* multi-engined air liners. The *Farman Air Lines* (headed *Gabriel* de Tressart *Aziard*), which operate the *Paris-Antananarivo* service already employ *Farman* *Delmas*. The *International* (*Fortin* and *Jabiro*) *Farman* *Air Lines* have just added four *Farman* *Delmas* to the two *Blériot*-engined *Canard* ships which the

*Talard*, looking at the *spadish* *Farman* *Delmas*, for instance, one cannot help feeling that here is a ship that has presently been developed for commercial and for military work, and that the ship is not a commercial bomber. A few years back, when the *Delmas* was in its prime, the *Farman* *Air Lines* did indeed seem to be commercial bombers, for the commercial and the military elements of the ship looked—and still look—like those from a distance.



Schematic cross-sectional drawing of the *Canard CMO* (over 400 hp. *Leroux* and two 260 hp. *Delmas*) air liner which the *International Air Lines* employ on the night run from *Belgrade* to *Barcelona*.

company runs on its night flying service between *Belgrade* and *Barcelona*. The *Jabiro* will be used on the new route *Paris* to *Vannes*, via *Strasbourg* which the company has substituted for the *Paris-Strasbourg-France-Vannes* route to eliminate the hazard of a forced landing in Germany and the resultant confiscation of the machine by the part of the German authorities. When, as a result of the negotiations now proceeding, *France-Deutsch* air routes will be governed by a definite agreement, the *International Air Lines* expect to resume the *Strasbourg-France* run on the *Paris-Vannes* service, as this route is much shorter than the one via *Strasbourg*. Finally, the *Leroux* *Air Lines*, which connect *London* with *Marseille*, also propose to use *Blériot* *Delmas* air liners when they become available in France, French, West Africa. This type of ship was produced by the manufacturing branch of the *Leroux* Company, was described some time ago in the columns of *AVIATION*. . . . It will then be seen that the big error in estimating the value of the arm of European air transport. The factor which was primarily responsible in producing it was, of course, night flying, as was pointed out above. But now that the air liners are carrying over growing commercial loads—both cargo as well as passengers—it is becoming evident that night-cargoed ships are already too small to take care of this traffic in a satisfactory manner. M. *Blériot*, general manager of the *International Air Lines*, told the writer that last year, seventy-five of the air freight available between *Paris* and *Vannes* had to be refused by that company due to lack of cargo space on its planes, while frequently passengers were refused in order to carry freight, as the latter is more profitable. This latter capacity planes which the company is now planning in connection with its freight.

## Future Profits

The steady growth of this business is a very hopeful sign for the future of commercial aviation. So far, of course, all the air lines have been running at a financial loss which is only made good by the government subsidy. However, the fact is gradually being realized only because it is so obvious, a direct growth in the public's faith in air transport, but the losses the new air liners are primarily commercial firms and not converted or converted military machines.



Schematic cross-sectional drawing of the *Farman Jabiro* (over 300 hp. *Delmas*) air liner which the *International Air Lines* of *Paris* employ on the service to the *Paris-Paris* line.

the big ship idea. And gradually the clumsy looking and hard flying "antennas" were turned by the national efforts of pilots and designers, and began using the ordinary flying machines. The *Blériot* *Delmas*, with four 260 hp. *Blériot*.

## Government Control

Thus, thanks to an enlightened government policy, France is building up alongside the great air force an advanced type of commercial air fleet which will presently only begin to carry the world's aerial loads. It seems extremely doubtful if private initiative could have achieved this result. The recent story of the American municipal narrow railway is a good example of industrial activities need active government support. Private initiative can produce narrow railways and good ones at that, as American examples show, but the development of the kind of air liner that is needed for long range passenger transport represents such a large industry of a nation's development work so seems to be beyond the means of small private manufacturers. Government support of the industry had only slight relative and competition—last where there are no competitors it is difficult to see how there can be any competition and initiative does not just spring up from the ground when there is nobody willing or able to assume it.





## New Instruments Aid Airplane Mapping

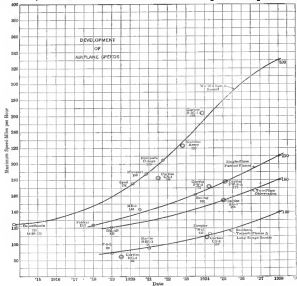
Two new instruments, a magnifying stereoscope and a camera lucida, have been designed and built by the Bureau of Standards, Department of Commerce, as aids in map making by means of airplane photographs.

The stereoscope, built for the Coast and Geodetic Survey, is to be used in picking out triangulation stations whose airplane photographs are used to supply details for a map based primarily on a ground survey. Such stations are generally flag masts, church steeples, and other high objects, which are very prominent when viewed from the ground but are often hard to locate in the photographs. The stereoscope makes high objects stand up in a very conspicuous manner. It looks as tall as poplars and corky like garden walls. No

difficulty is found in locating the desired landmarks. The magnifying effect is secured by using two photographs under the stereoscope, those often having been taken several miles apart. The instrument is so arranged that the overlapping portions of these two can be brought together in the eye. It also has been capable of magnifying the photographs by from 3.5 to 6.5 diameters.

The camera lucida is used for transferring points to the map in cases where a line map is to be made and not a photo map. It is especially designed to correct for the variations in scale and for the distortion due to tilt and pitch of the plane which are unavoidable in airplane photography. The photographs, horizontalized and brought to the proper scale, is projected upon the map and the desired points and lines traced on with a pencil.

## Past, Present and Future of Airplane Speeds



Prepared by the Curtis Aeroplane & Motor Co.

## Bids and Awards

### Airplane Parts

The following awards have been made by the chief of air service, U. S. Army, Washington, for miscellaneous airplane parts, bids for which were opened Feb. 9:

International Tool Co., Dayton, Ohio, item 13, 124c; 12, 26c; 35, 81.75c; 36, 10c; 37, 30c; 45, 81.00c; 46, 81.00c; 54, 12c; 56, 40.25c; 60, 65.25c; 66, 50c; 67, 45c.

Island Aircraft, item 4 and 5, 81.00c; 22, 65.00c; 17, 6c.

Island-Jacks Co., Cleveland, item 3, 81.00c; 12, 34c; 14, 70c; 15, 37c; 16, 75c; 24, 82c; 26, 48c; 28 to 42, 10c; 43, 10c; 44, 10c; 45, 10c; 46, 10c; 47, 10c; 48, 10c; 49, 10c; 50, 10c; 51, 10c; 52, 10c; 53, 10c; 54, 10c; 55, 10c; 56, 10c; 57, 10c; 58, 10c; 59, 10c; 60, 10c; 61, 10c; 62, 10c; 63, 10c; 64, 10c; 65, 10c; 66, 10c; 67, 10c; 68, 10c; 69, 10c; 70, 10c; 71, 10c; 72, 10c; 73, 10c; 74, 10c; 75, 10c; 76, 10c; 77, 10c; 78, 10c; 79, 10c; 80, 10c; 81, 10c; 82, 10c; 83, 10c; 84, 10c; 85, 10c; 86, 10c; 87, 10c; 88, 10c; 89, 10c; 90, 10c; 91, 10c; 92, 10c; 93, 10c; 94, 10c; 95, 10c; 96, 10c; 97, 10c; 98, 10c; 99, 10c; 100, 10c; 101, 10c; 102, 10c; 103, 10c; 104, 10c; 105, 10c; 106, 10c; 107, 10c; 108, 10c; 109, 10c; 110, 10c; 111, 10c; 112, 10c; 113, 10c; 114, 10c; 115, 10c; 116, 10c; 117, 10c; 118, 10c; 119, 10c; 120, 10c; 121, 10c; 122, 10c; 123, 10c; 124, 10c; 125, 10c; 126, 10c; 127, 10c; 128, 10c; 129, 10c; 130, 10c; 131, 10c; 132, 10c; 133, 10c; 134, 10c; 135, 10c; 136, 10c; 137, 10c; 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## UNITED STATES AIR FORCES

### U. S. ARMY AIR SERVICE

#### Operating Costs

In costs, roughly, from \$250 to \$1500 to operate different types of airplanes for a period of six months. These figures were arrived at by the Cost Accounting Department of Lake Park, which has meticulously completed data on results of its work. It required much study and hard work to put the system in operation, but under the guidance of Lt. Col. Ray O. Herms and by the cooperation of all departments it has become efficient and accurate. The idea is not to cut down the cost of operation, but to find the exact cost of maintaining aircraft at its highest degree of safety and efficiency and to determine the length of time Air Service equipment may be operated economically.

It was found that it costs for a period of six months \$552.54 to operate an ME4A airplane, \$1,517.27 an N350 (Martin Bomber), \$199.20 an ME5, \$536.16 a J36 and \$696.31 a DH4B. The cost per flying hour for a period of six months to operate airplanes of the Public Consulting Group in Hawaii is as follows: B24 Squadron (482 B24 3 crew) \$24.38, 10th Squadron (629 B24 3 crew) \$24.37, 23rd Squadron (485 B24 3 crew) \$25.07, 95th Squadron (53 B24 3 crew) \$21.79, 2nd Squadron (12 B24 3 crew) \$25.98. The money value of material used in operation of airplanes for second period gasoline and parts used in replacement and repairs for 1937 is \$64,784.06. The cost to given shows methods of, not outside them.

#### Army Overseas Flying

A recent Army Order states that, except in case of emergency where conditions of possible attack make a problem inadvisable, all Army aircraft in flying over water will remain at sufficient altitude to provide danger or acceptance to the occupants of surface craft.

### U. S. NAVAL AVIATION

#### Aircraft Tenders to Sail

Overhauls over the part played by aircraft in the future practice of the United States fleet in the South Pacific Channel recently was expressed by Capt. S. K. Jones, Commander of the aircraft transport, battle fleet.

"We must either provide planes from the Langley and they cannot on their assigned duties with precision and dispatch," he said. "Nor a single mishap marred the part played by the airplanes and airplanes in the maneuver."

The aircraft transport, battle fleet, the Langley, the tender Annapolis and the tender will sail from San Diego for Hawaii via San Francisco April 5, not to return to their base here again until September.

#### Pacific Flight

The entire squadron of new Naval PB and PN airplanes has been ordered to fly from Hawaii to the United States mainland in June, in cooperation with the return of the battle fleet from Hawaii. Lieut. Commander James Strong and Ralph Davidson have been appointed to form the squadrons. Other pilots will be picked later.

The mission to fly from the United States to Hawaii, was reversed because it was considered easier to pick up the mail than to pick up mail by airplane. The entire fleet is to patrol the sea and look for submarines at night, making a path of light for the airplanes similar to that of the Air Mail. (The distance between San Francisco and Honolulu is 2,465 mi.)

The Navy plans regular flights of this trip twice a year.

room. It is intended eventually to make an air landing depot midway between the mainland and Hawaii for refueling. The PB planes are now complete at the Boeing plant in Seattle.

#### Naval Pilot Ratings

All but 32 qualified Naval Aviation Pilots have been referred to the rating of Aviation Pilot in accordance with the provisions of Naval Aviation Letter 38-54. Of this number, 25 are on the Bureau's eligibility lists for chief petty officer ratings.

As it is most desirable that all men be rated in accordance with their qualifications, the Bureau is now in the process of preparing a list of holding a chief petty officer rating in the case of the 32 men mentioned and, if otherwise fully qualified, their ratings will be changed to Aviation Pilot.

When this has been accomplished, the Bureau at any time with regard to qualified enlisted men will be appraised from the number of men in service of the rating of Aviation Pilot.

#### Naval Antiaircraft Fleets

Forty-two antiaircraft gunners on the eleven dreadnoughts are being trained in the rating position on March 25 found to be the right slave targets toward by airplanes at about 6,000 ft. altitude, according to officers of the U-S-S. Annapolis, airplane tender.

Severely rules of them these dreadnoughts in battle line at a speed of eighteen knots, cut loose with all the gunnery power they had. It was the first experience had of their effectiveness against an enemy fleet, represented by target battleships, including battleships, floating targets (including destroyers and aerial vessels) of ships toward by bombing airplanes, operating from aircraft.

The eleven dreadnoughts were assigned in the force position by four main columns which, ranged both of the battle line, with their scouting and fighting planes in the air for primary control, representing the aircraft's superiority in the battle line. The aircraft carrier Langley was also at the battle line with its aerial squadrons.

The statement that the antiaircraft command group of twenty minutes from thirty-five miles of the battle fleet found to be the right slave targets toward by airplanes at about 6,000 ft. altitude, according to officers of the U-S-S. Annapolis, airplane tender.

"They missed the targets, but nearly hit a couple of our airplanes that were hovering there," he said.

Secretary Wilson, making reports that eleven dreadnoughts failed to score a hit on anti-aircraft target practice, noted as Admiral Robert E. Canine, commander-in-chief of the U-S-S. Annapolis, a result of a really successful test. The report of Secretary Wilson will indicate his next step in a situation that has revolutionized considerably in Naval quarters since the Secretary.

The department is, it is understood, is interested in the fact that the report of failure of the fleet to hit airplane targets. Should official reports corroborate the statement the Navy, like the Army, will be confronted with the necessity of improving the anti-aircraft weapons or bettering its gunnery.

The performance of the antiaircraft gunners during the test upon the basis of the recent public demonstration in the Hampton Roads of the inability of the Army to score a hit on an enemy target, toward by airplane, furnished another proof of the value of aircraft.

#### Los Angeles New Trip to Bermuda

The first that the Naval airplane Los Angeles formerly the 283 suffered some damage on her trip to Bermuda last month and has not been safe to sail in the air since that time, because known recently.

Several dreadnoughts had gotten here to be replaced. They were damaged on the trip to Bermuda Feb. 23, when aviation accidents, and to prevent the water ballast from freezing, dropped them on the framework of the airplane and corrected.

Capt. George W. Hinkle, commander of the air station, and the release trip to Bermuda, postponed last month on account of the damage, would be made as soon as possible after repairs are completed.

The tender Pinta, which is equipped with a mooring mast to which the Los Angeles and Shenandoah can be moored at sea, has been carrying fuel oil from a Mexican Gulf port to Cuba. It will have completed this work in time to be used in Bermuda to await the arrival of the Los Angeles.

It was originally estimated for last month's trip of the airplane to sea, modified on account of the bad weather, will be carried out on the next trip if weather permits. They will be sent to Bermuda for a few hours, delivery of air mail made to the Commander of the Hawaiian Islands and other officers. The airplane will be moved to the coast of the Pacific in the great second near Hawaiian Harbor.

The damage the Los Angeles suffered on her last trip has been of such great extent that at first believed, both the Los Angeles and the Shenandoah are equipped with a water repelling system which condenses the water coming in the air, and which is used. The water then is pumped out of the weight of gasoline used, and the weight of the airplane is thus reduced evenly without having to valve any of the liquid gas which fills the engine.

The flight of the Los Angeles to Bermuda was made when the weather was likely to freeze the pipes of the water repelling system and the water itself. To obviate this, various the plane's water repelling system, and the water is pumped out in such quantities as to not cause large sections of the pipes.

Since then, Navy Department officials say, experiments have found the necessary means to prevent such damage. However, if not possibly sent to Bermuda in successful plans for an immediate flight to Cuba and Porto Rico will be worked out. Among the places the airplane may visit are Guantanamo at Guantanamo in Cuba, and San Juan in Porto Rico. The port of Manzanillo also is being considered as a stopping place.

#### Navy Diplomatic Transport

Naval airplanes in Panama were pressed into service for diplomatic transport of American representatives in connection with the recent opening of the San Blas Islands. The incident is reported by the Naval Air Station at San Blas, Panama Canal Zone, as follows:

The San Blas Islands, which are the most isolated islands of Panama between Port Ball and Puerto Obispo. The Panamanian Government has for some years been extending policy, and the United States has been extending policy. The Indians, however, maintain their own tribal political organization and have revealed the presence of Panamanian police and other officials.

Several days ago, the Carnival season, the Indians killed and wounded twenty-two Panamanians, mostly police. The incident was high. The Panamanian Army (which is also the police) was hurriedly ordered to the island. The Panamanian Government has been extending policy, and the United States has been extending policy. The Indians, however, maintain their own tribal political organization and have revealed the presence of Panamanian police and other officials.

After the incident, it became necessary for the U. S. Navy, the San Blas, John Oliver Smith, to return to Panama and be ordered on the morning of March 2 for a plane. The plane, which was a two-engine airplane, type PB-1, left the station. The plane landed alongside the Cleveland, in San Blas, and the mission of the ship was transferred to the plane. The plane, which was a two-engine airplane, type PB-1, left the station. The plane landed alongside the Cleveland, in San Blas, and the mission of the ship was transferred to the plane.

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After Smith, after conferring with the Panamanian Government the same day and following morning, reported to the Navy back to the San Blas region. Accordingly, two

planes were dispatched to Balboa, where he was embarked and flown back to San Blas. The use of the planes made possible the retirement of the San Blas without a week earlier than could have been done otherwise.

#### Naval Aviation Aide Weather Bureau

Knowledge of the various known conditions of the air at high altitudes will be made available to the Weather Bureau in Washington through an arrangement with the Naval Air Station, Annapolis, D. C. This arrangement



E. T. Hunt, U.S.N., holding the weather map used by Navy in comparing with Weather Bureau.

will for a special study flight of a Naval plane, carrying an aerological observer and instruments, to record the various atmospheric and meteorological conditions. With this information available, advance forecasts can be made with greater certainty and for longer periods in the future than now. The observations will be made by a Navy aviator, trained in aerological observation and instruments, to record the various atmospheric and meteorological conditions. With this information available, advance forecasts can be made with greater certainty and for longer periods in the future than now. The observations will be made by a Navy aviator, trained in aerological observation and instruments, to record the various atmospheric and meteorological conditions. With this information available, advance forecasts can be made with greater certainty and for longer periods in the future than now.

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The practical value of this aid to forecasting has been demonstrated in California. The Naval Air Station at San Diego has for the past year been making flights for the purpose of sending the information to the Weather Bureau office at San Francisco. Reports from the West Coast state that this data has been of great benefit in the preparation of forecasts.

#### Gibbons Co. Moves

The Gibbons Company, one of the oldest building construction firms in Southern California, is the aviation phase development of an airplane launching and landing platform, have moved to new offices at 343 Columbia St., Berkeley.

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## PUBLISHER'S NEWS LETTER

Visitors to Washington since the adjournment of Congress find the aeronautical situation in a hull which is scarcely the stomach of any great activity.

The demands for all kinds of information by the various committees that have been working light on the subject of air defense, have caused the officers of the Air Service to become tired out, both mentally and physically. Requests for any kind of news in fact with the same reply in practically every quarter. "Look at the House!" is the stereotyped response. And it is undoubtedly true that every bit of administrative data that could be made available has been put in the record of one or the other of the hearings. The Lamont Committee took testimony and received reports that will take four large volumes to contain. It will undoubtedly be the most complete exposition of all aeronautical information that has yet been gathered together. Then the hearings on the Curry Bill have reproduced in a single volume the various arguments that revolve about the acute question of an Independent Air Force. When these, and the appropriation bill testimony are printed and available they will comprise a veritable library of both governmental and civil aviation thought.

Of course the most talked of subject is the tangible results of all the recent discussions of aircraft. It can be said with great certainty, that between now and the time that Congress convenes, in the Fall, what can be termed a Coddage Air Policy may be expected in the form of either a clear statement or some concrete legislation for the consideration of the next session. It is inconceivable that the President will permit a matter, which has assumed such great importance in the public mind, to become the subject of controversy in "The Hill" without a definite plan from the executive. Just what this will be is being guessed about in all quarters where aircraft matters are discussed. Even before Secretary Weeks' sudden attack of rheumatism, it was the common opinion that he would retire before the year was over.

The one opinion held as to Secretary Wilbur. With these members of the Cabinet in office there has been little hope for any great change, both being graduates of the Naval Academy and indoctrinated with the older naval traditions. Then, too, there has been a certain amount of personal criticism that has put the President in a position of having to take the side of one of his official family. If the changes in the Cabinet occur the factor will be removed and then the aircraft affairs of the government can be considered freed of any other influence than the plain and cold facts. The consensus of opinion seems to be

that the successors to the present heads of the Army and Navy will follow the President's natural choice rather than adopt a policy of their own.

Several Secretary Weeks decide that his health will no longer permit him to continue in office, but four years at the War Department will pass without any record having been made of outstanding aeronautical activity. Such development as there has been has come as the result of intense work on the part of the officers of the Air Service. By this it should not be inferred that Mr. Weeks has not had a most magnificent tenure toward aerial development. He has shown this in too many ways to make such an impression a fair one. But he has been around less than General Staff officers that have needed to hold the Air Service in check ever since the War. It is this obstacle that is causing the country to give support to the idea of some form of a separate aviation department. The two divisions of the Secretary that Aviation was particularly interested in, was his mandatory order to General MacArthur and other officers to sell the stock they owned in the magazine *U. S. Air Service* and more recently his direct order to General Patrick to sever his connection with this magazine and cease to permit officers on active duty to favor this publication which has been representing itself as publishing a Service magazine. He recognized the weakness of this practice in other publications. When the time comes that his relationship to the Air Service is over, a well then be time to review his other acts.

Another topic that is worrying nearly everybody in air circles in Washington is the Federal Race. It is said on the best of authority that neither of the Air Services wanted to race this year. Not one person had anything favorable to say about the Secretary spending large sums for active service. All that could be heard was that the two Secretaries had become convinced of the idea and had made the decision themselves. Of course this information did not come from anyone in the Services, but when decisions come down from the top, there is no thought given to personal preference. Open as much activity is being shown about finding a place to hold the race. After the experience of Detroit, St. Louis and Dayton with the strenuous expense and great preliminary effort, these seem to be a natural reluctance on the part of other cities to undertake the obligation. Of which more will be said editorially.







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